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Mr. Williams
Pl note & return

March 3, 1953

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To: Mr. J. J. Winn Jr.

From: D. M. Charleson Jr.

Subject: Monthly Progress Report - Dry Docks and Dredging Dept.

The report of activities at the Drydocks and in the Dredging Dept., for the month of February 1953 is as follows:

St. Johns Drydock:

No. 1 drydock was occupied 662 hours 15 minutes out of a possible 672 hours or 98.55% of the total time.

No. 2 drydock was out of service during the month of February.

Berthage spaces at St. Johns were in use 26.54% of the total possible foot days.

Work accomplished at St. Johns Drydock in addition to regular maintenance included the following:

1. Preparation of No. 2 drydock for towing to Swan Island. Made up bridles, spliced manila tie-up lines, made wooden spacer blocks, cut electric leads and moved dock out to a position where it could be taken in tow by the steamer "Portland"

2. Sorted foundry patterns for Dredge Clackamas and No. 1 Drydock in preparation for move to storage at Swan Island.

3. Completed fabrication of mounts for individual machine drives.

4. Cleaned up yard areas, burned scrap lumber etc.

5. Several men under C. S. Beecroft were brought to Swan Island to get familiar with piping systems etc. and to revise minor piping runs (mostly air service) on No. 2 drydock to suit new installation.

Swan Island Drydocks:

Swan Island drydock (YFD-69) was occupied 412 hours 17 minutes or 61.35% of the total time.

Berthage spaces at Swan Island were in use 42.88% of the total possible foot days.

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Monthly progress report (continued)

Swan Island Drydocks:

1. Received No. 2 drydock from St. Johns and moved it into it's berth on the north side of the new finger pier.
2. Renewed ties under crane rail for a distance of 160 ft. at Berth No. 1 and re-aligned track in this area.
3. Renewed caps and braces in various locations under outfitting dock.
4. Replanked and overhauled portable four deck scaffolds and replaced flimsy metal ladders with wooden ladders. This was done as a safety precaution.
5. Repaired travel truck on No. 4 whirley crane, changed travel truck on No. 1 whirley crane and replaced topping lift line on no. 4 crane.
6. Placed 141 tons of asphalt on outfitting dock to top off areas where decking had been repaired.

The following dockings and undockings took place during the month.

<u>Docking Number</u>	<u>Date Docked</u>	<u>Names of Vessels</u>	<u>Date Undocked</u>	<u>Dock No.</u>
5319	(1/18)	Tug George M. Brown	2/19	1
5331	(1/29)	USS LST 905	2/9	1
5332-256	(1/30)	S/S CCNY Victory	2/3	N
5334-257	2/4	S/S Montana	2/6	N
5335-258	2/6	S/S Matheos	2/7	N
5336	2/9	Tug Columbia Queen	2/10	1
5337-259	2/9	M/S Taranger	2/10	N
5338	2/10	USS LST 1152	2/19	1
5339-260	2/12	S/S Seamanor	2/13	N
5340-261	2/13	USS PC 1079	2/25	N
5341-262	2/13	USED Dredge Hyde	2/25	N
5342	2/19	Barge Trinity	2/21	1
5343	2/19	Tug Tidewater Shaver	2/20	1
5344	2/20	Tug George Birnie	2/24	1
5345	2/23	USCG White Bush	2/24	1
5346	2/24	USS LST 838		1
5347-263	2/25	S/S Santa Ana	2/26	N
5348-264	2/26	S/S Seaherald	2/27	N
5349-265	2/27	S/S Portland Trader		N

Navy dock at Swan Island was occupied at end of month and No. 1 dock at St. Johns was occupied at end of month. No. 2 dock at Swan Island was out of service during February.

Monthly Progress Report (continued)

Steamer "Portland"

Port and starboard bow winches repaired by two men from St. Johns mechanical force. These winches were jammed because the bolts which attach the friction blocks to the driving mechanism became loose. A lug washer was devised which would jam into the wood friction block thus making it possible to keep these bolts tight.

Dredge Clackamas:

Deck Department:

1. Launch "Callapooya" and two men aided in moving No. 2 drydock by moving fender logs, transferring personnel, running out lines and steering the offshore ends of the drydock sections while they were being moved into position.
2. Chipped rust, cleaned and painted bilges in starboard forward hold.
3. Turned cables end for end on A B No. 14 and greased cables. Reeved new cables on AB No. 12. Greased cables on AB No. 15 and AB No. 13
4. Replaced planking on pipe line.
5. Painted houses on AB No. 12, 14 and 15
6. Greased Port swing cable; starboard swing cable turned end for end and greased.
7. Moved cutter shaft and bearings from St. Johns to Swan Island.
8. Started cleaning sand and grease from pump hold to be followed with spotting of red lead where rusty or pitted.

Engine Department:

1. Completed rebuilding governors on No. 1 and No. 2 engines.
2. Re-lined dredge pump using slightly worn liners.
3. Overhauled fuel pumps on No. 3 and No. 4 engines.
4. Cut out worn section of suction pipe (about 5 ft. long) and renewed this section.
5. Cable cuts worn in ladder head filled with weld and hard facing put over places subject to wear on ladder head.
6. Continued hard facing in hull pipe elbow.
7. Built up keyway on cutter shaft preparatory to grinding in new slot.
8. Refaced valves in circulating water system.
9. Started re-charging all fire extinguishers.

Monthly Report (continued)

Hydrographic Survey:

During the month of February soundings were taken at the following locations.

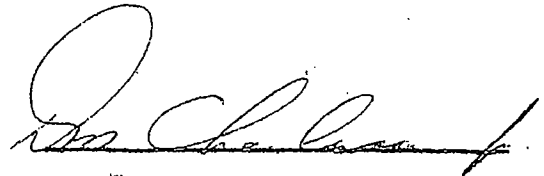
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|----------------------------|--------------------------|
| 1. West Oregon Lumber Co. | 8. Interstate Terminals |
| 2. Clark & Wilson Log Pond | 9. Irving Dock |
| 3. Northwest Oil Co Dock | 10. Albina Dock |
| 4. Terminal No. 1 & No. 2 | 11. Luckenbach Terminal |
| 5. Columbia Basin Terminal | 12. Northwest Grain Dock |
| 6. Crown Mills | 13. Quaker Oats Dock |
| 7. Mersey Dock | |

Co-operative Dredging with U. S. Engineers:

The Dredge "Multnomah" is expected to finish dredging near The Texaco Dock before March 6 and will proceed to Terminal No. 1 where she will start dredging upstream in front of Columbia Basin Terminal, Crown Mills, Mersey Dock and Interstate Terminal. Dock front releases have been placed in the hands of the operators of these docks for signature and executed forms have been received from The Commission of Public Docks and Crown Mills.

The spoils area upstream from The Texaco Dock has been shoaled considerably by the dredge discharge and the log storage in this area will be reduced an estimated 30% by the dredging.

Note: This 30% reduction in storage is an estimate by the Marine Supt. only.



Marine Supt.